

This harness is designed to be used with the original generator light in the car. Optionally, an ammeter gauge may be added to monitor the actual charging system condition. Refer to the enclosed diagrams and instructions for installation.

Connecting the front light harness - FIGURE 1

1. Be sure that your engine is properly grounded to the chassis.
2. Disconnect the battery.
3. Remove the original generator and voltage regulator from the car.
4. Install the new external regulator alternator in place of the generator on the driver's side of the car. Install the new voltage regulator in the same location as the original voltage regulator.
5. Plug the connector with the blue and white wires into the alternator. The connector is indexed so it can only be plugged in one way. Connect the 10 gauge red wire with the protective boot to the "BAT" lug on the alternator.
6. Plug the connector with the blue, white, red and brown wires into the new voltage regulator. The connector is indexed so it can only be plugged in one way.
7. Plug the horn relay connector into the horn relay. The new front light harness doesn't have the red jumper wire to the voltage regulator "BAT" terminal. This wire now has an internal connection within the new harness.
8. Look for the point in the harness where the right headlight connector exits the harness. There will be a 10 gauge red wire connected to a fusible link wire with a large ring terminal on the end. Connect the ring terminal directly to the positive battery terminal. This connection eliminates the original wire that ran from the battery positive terminal to the voltage regulator. The fusible link is a protection against a short that normally could destroy the entire front light harness. The original harness did not have this protection.

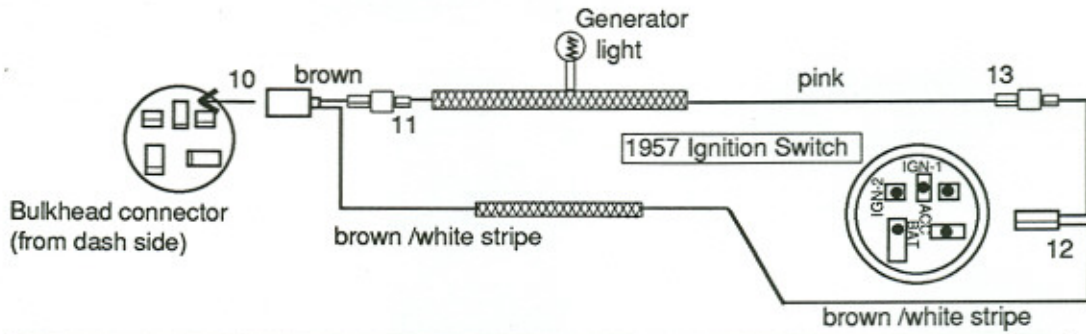
Connecting the dash side harness - FIGURE 2

1. Remove the brown wire from its location in the dash harness bulkhead connector. This is the mating connector in the firewall for the front light harness. Readjust the locking tang on the terminal and insert it into the single female connector, provided with the generator light jumper harness, on the side of the generator light jumper harness with the bare female terminal. Plug this connector into the mating connector on the generator light jumper harness. Plug the bare female terminal on the generator light jumper harness into the same bulkhead connector slot from which you just removed the original brown wire.
2. Remove the pink wire plugged into the "ACC" terminal on the ignition switch. Plug this wire into its mating connector on the generator light jumper harness. It may be necessary to trim the connector on this wire so that it will fit into the mating connector on the generator light jumper harness. Plug the other remaining connector on the generator light jumper harness into the same "ACC" terminal from which you just removed the original pink wire.
3. If you are going to install an ammeter, now is the time to do so.

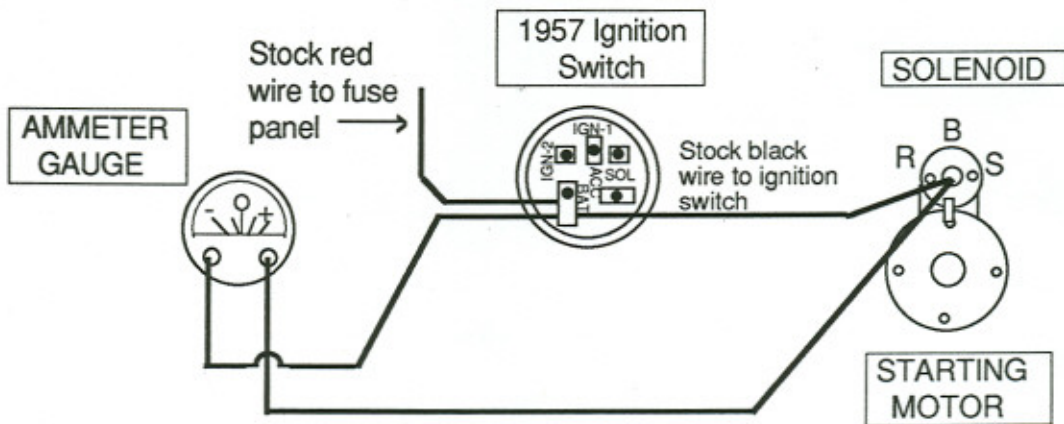
Testing the Installation - FIGURE 3

1. Reconnect the battery. Make sure it is fully charged.
2. If you've installed an ammeter, turn on the light switch and verify that the ammeter gauge shows a "negative" or discharge value. If the reading is positive, the wires to the ammeter gauge must be reversed.
3. Turn on the ignition switch. The generator light will come on. If it does not, check all dash side connections and check that the generator light bulb is not burned out.
4. Start the car. If the alternator is charging the circuit, the generator light will stay lit for several seconds before going out. With a good alternator, a good battery, and a tight alternator belt, an ammeter gauge should read between 10-15 amps for several minutes before returning to zero (0).

DASH SIDE HARNESS HOOKUP



RECOMMENDED HOOKUP FOR AMMETER GAUGE



FRONT LIGHT HARNESS HOOKUP

